

The China Mail.

Established February, 1845.

THE 'HONGKONG CHINESE MAIL.'
報日華港
Hongkong & Shanghai
ISSUED DAILY.
CITY OF HONGKONG
Manager and Publisher.
SUBSCRIPTIONS
Five Dollars a year, deliverable in Hongkong, or by Post, including postage.

OUR JOBBING DEPARTMENT.
HAYING, BEAN REPLEN-
ISHED with a large as-
ortment of the latest European
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and dispatch, and at
very moderate rates.
CHINA MAIL OFFICE.

VOL. XLX. No. 9907.

號五十一月一十年四十九百八千一英

HONGKONG, THURSDAY, NOVEMBER 15, 1894.

日八十月十年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3. GEORGE STREET & CO., 30, DORSET STREET, W. 1. HENDERSON & CO., 27, WILKINSON STREET, E.C. 4. SAKTEL DRAGON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. ROBERT WATSON, 160, Fleet Street.

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CHINA.—Macao, A. A. DA GAMA, Amoy, N. MOLES & CO., LIMITED, Foochow, HONG & CO., Shanghai, LANKA, CHAW-ROD & CO., and KELLY & WALES, Yokohama, LANKA, CHAWROD & CO., and KELLY & WALES.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,500,000.
RESERVE LIABILITY OF.....\$10,000,000.
PROFITS.....

COURT OF DIRECTORS:—

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Hongkong.—T. JACKSON, Esq.
Shanghai.—H. M. HEYB, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "
T. JACKSON, Chief Manager.
Hongkong, August 18, 1894. 382

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. CHILLES, Esq., H. H. SCOTT, Esq., CHAN KEE SHAN, Esq., CHOW TUNG SHANG, Esq., KWAN HO CHUEN, Esq., Chief Manager.
GEO. W. F. PLATFAIR, Esq., Interest for 12 months Fixed 5 %.
Hongkong, October 23, 1894. 1117

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON, Chief Manager.
Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000.
SUBSCRIBED.....£1,125,000.
PAID-UP.....£ 662,500.

BANKERS.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the Rate of 2 1/2 per Cent. on the Daily Balance.

OF FIXED DEPOSITS:—
For 12 Months.....5 %
For 6 Months.....4 1/2 %
For 3 Months.....4 %

JOHN THURBURN, Manager, Hongkong.

Hongkong, June 16, 1893. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....£2,000,000.
CAPITAL CALLED UP.....£ 251,093.15.0.

BANKERS.

CAPITAL & COUNTRIES BANK, LIMITED.

Head Office:—

3, PRINCES STREET, LONDON.

Branches:—

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:—

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application. Every description of Banking and Exchange business transacted.

CHARTREY INCHBALD, Manager.

Hongkong, November 5, 1893. 247

Intimations.

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 3.

Sunken Rock S. E. of Hainan Head, in Inner Passage, Hainan Straits.

WITH reference to BRITISH ADMIRALTY

NOTICE TO MARINERS:—

No. 410—China Station

China Sea, Tanking Gulf.

Hainan Strait.

Sunken Rock S. E. of Hainan Head.

NOTICE is hereby given that the ROCK

described in the above Notice HAS BEEN

FOUND BY Captain MYERS of the Revenue

Steamer LKIN to have a depth of 18 feet

at low water spring tide on its shoalest

part. Its position can be found on the

chart by measuring a distance of one and

6/10 miles in a direction N. 69° E. Mag.

from the base of Single Palm.

The approximate geographical position is

Lat. N. 20° 30' 30"

Long. E. 110° 42' 30"

For the present and pending further

notice, vessels are warned to adhere closely

to the directions attached to Notice to

Mariners No. 261 of the 17th December,

1892, notifying the buoyage of the Hainan

Straits, as follows:—

"Distances:—

"eribed, the best track for vessels to

"follow when using the South Channel

"is to pass 3 cables seaward of the

"Mapple Rock Buoy and then to pass

"the Hainan Head Buoy at

"about the same distance, taking care

"to guard against being set towards

"the shore, and remembering that it is

"safe to borrow towards the Banks on

"the starboard hand, of which the lead,

"which should be kept going, will give

"warning, while on the other side the

"bottom is rocky and uneven, and the

"lead gives no warning. The Hainan

"Reef Buoy may be rounded at a dis-

"tance of 1 cable or more at discre-

"tion."

C. J. PRICE,

Acting Harbour Master.

Approved,

F. S. UNWIN,

Acting Commissioner of Customs.

Custom House,

Kiungchow, 6th November, 1894. 1821

In the Matter of TAM KIT, Deceased.

NOTICE is hereby given that as from

the 20th day of October, 1894, the

INTEREST AND RESPONSIBILITY of the late

TAM KIT in the SUN SHING SHOP,

No. 77 and 79, Wellington Street, ceased

to exist, and that as from that date the

Undersigned TAM CHAN SHI became

and now is the Sole Person carrying on

Business under the said Firm name of

SUN SHING.

And further that the Estate of the said

Tam Kit is solely liable for all Debts and

Liabilities and is solely entitled to all

Assets of the said Firm up to the said 20th

day of October, 1894.

WONG CHUK YAU (友竹黃),

AND

TAM YUK SHAN (珊玉譚),

Executors.

TAM CHAN SHI (氏陳譚).

1825

CHINA FIRE INSURANCE

COMPANY, LIMITED.

Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested

to send in to this Office a List of their

Contributions of PREMIUM for the year

ending 31st December last, in Order that

the Proportion of PROFIT for that year to

be PAID as BONUS to Contributors may

be arranged. Returns not sent in before

Business Notices.

LANE CRAWFORD & CO.

NEW STOCK.

HATS and BOOTS.

FANCY TENNIS SHIRTING.

HOSIERY and OUTFITTING.

RUGS and DRESSING GOWNS.

SHIRTS, COLLARS, TIES, BRACES, HANDKERCHIEFS.

LANE, CRAWFORD & Co.

TELEPHONE 97.

Hongkong, October 12, 1894. 1642

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL. TELEPHONE

35.

THE MAGNIFICENT HOTEL is situated at the most beautiful and healthy part of the

SHI District. The air is delightfully cool and bracing; the temperature being at

least 10 degrees lower than in the valley beneath. Luxuriously furnished and appointed.

THE CUISINE is under the personal superintendence of an experienced EUROPEAN

STEWART.

LAWN TENNIS:—Three Courts in splendid condition are kept for the use of

VISITORS.

TRAMWAY TICKETS are supplied to Residents and Visitors at the Hotel at

reduced rates.

For further Particulars, apply at the OFFICE 38 and 40, Queen's Road Central, or to

THE MANAGER, MOUNT AUSTIN HOTEL.

Hongkong, September 24, 1894. 1523

W. POWELL & Co.

WINTER STOCK OF

FENDERS

(\$3.50 to \$40.00 each).

FIRE IRONS

(\$2.50 to \$20.00 set).

W. POWELL & Co.

Hongkong, October 29, 1894. 1742

PENINSULAR & ORIENTAL STEAM

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named:—

PORT. STEAMSHIP. DATE. REMARKS.

SHANGHAI.....Canton.....About 17th Nov.....Freight or Passage.

SHANGHAI.....Rangoon.....About 18th Nov.....Freight or Passage.

LONDON, &c.....Rangoon.....22nd Nov.....See Special Advertisement.

JAPAN.....Ancona.....23rd Nov.....Freight or Passage.

LONDON.....Bombay.....About 27th Nov.....Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

LONDON.....Canton.....About 7th Dec.....Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to

P. & O. S. N. Co.'s Office, H. H. JOSEPH, Superintendent.

Hongkong, November 9, 1894. 1812

XMAS CARDS.

H.-KONG TRADING CO.

ARE SHOWING

A LARGE AND WELL-SELECTED STOCK OF

XMAS & NEW YEAR CARDS.

No. 1 to 5, D'AGUILAR STREET.

Hongkong, November 12, 1894. 1827

HONGKONG HOTEL.

Telegraphic Address, "Kremis"—A. B. C. Code.

BOARD and LODGING, from \$5.00 per day.

HYDRAULIC LIFT to all Floors.

The HOTEL STRAM LAUNCH conveys passengers and baggage to and from all Mail

Steamers.

R. TUCKER, Manager.

HOTEL CHAMBERS.

BOARD and LODGING, from \$6.00 per month.

ROOMS TO LET on 2nd and 3rd Floors, FURNISHED or UNFURNISHED.

Apply to R. TUCKER, Manager,

or R. LYALL, Secretary.

DAWSON'S PERFECTION

OLD SCOTCH WHISKY.

ALLISTON & Co.,

SOLE AGENTS,

HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1649

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,

Reprinted from 'The China Mail.'

With an APPENDIX.

THIS PAMPHLET is Now Ready,

and may be had at the

OFFICE of THIS PAPER,

Messrs. LANE, CRAWFORD & Co.,

Messrs. KELLY & WALES,

And Mr. W. BARNES,

Tram, &c., &c., 50 Cents.

May be had—Price 11—at Messrs. LANE,

CRAWFORD & Co., and Messrs. KELLY &

WALES, Limited, Hongkong; also, Mr. N.

MOLES, Amoy.

Intimations.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A Regular MEETING of the above

LODGE will be held in the PER-

SEVERANCE HALL, Zealand Street, on

FRIDAY, the 16th Instant, at 8.30 for

9 p.m. precisely. VISITING BRETHREN are

cordially invited.

Hongkong, November 9, 1894. 1811

A. S. WATSON & CO., LIMITED.

AN Interim DIVIDEND on Account of

the Year 1894, at the Rate of FORTY

CENTS per SHARE (or Four Per Cent. on

the Capital of the Company) will be PAY-

ABLE at the HONGKONG & SHANGHAI

BANK, Hongkong, on and after the 22nd

Instant, on V BRANTS to be obtained

from the Undersigned. Local Shareholders

are requested to apply at the Company's

Office for their Warrants.

The REGISTER of SHARES will be

CLOSED from MONDAY, the 19th Instant,

till SATURDAY, the 24th Instant, both days

inclusive, during which period no Transfer

of Shares can be registered.

By Order,

A. H. MANOELL,

Secretary.

Hongkong, November 10, 1894. 1828

CHAN A-TONG,

COAL, COKE, and COAL TAR

FOOTBALL.

HONGKONG FOOTBALL CLUB A SUBALTERN.

Any one accustomed to such events in England would scarcely have concluded that one of the best football contests of the season was going on at the Valley yesterday.

Waterloo may have been won on the Eton playing fields, but the smiles of the 'fair' in approval of Britain's manliest game are not won by an exhibition of it in Hongkong.

'Fellows' were late as usual and play began at 5 o'clock. The Subs were short, and had to take in two outsiders.

The Club altered their field somewhat, MacNeil again playing back; Sharp was in goal; McArthur and Campbell were on the right. For 10 minutes or 20 the Club men seemed dubious as to 'Who's who' and the Subs came away strong. Result, a corner from a throw out of goal.

The Club relieved in good style and a centre submitted to Lloyd-Thomson was by him converted into a goal in a style that brooked no denial. Play was then even for a time, Anderson (H.K.R.) trying some good runs, but getting little support and meeting a lot of opposition from E.W. MacNeil and McArthur. The latter spilling one smart rush by a tremendous kick which landed almost in the subs' goal.

Rough tumbles followed for a time and Davis gave the game a rest for a few minutes after getting an unusually sharp spill. Davis and Anderson were the first of their team, and the former put in some splendid work though he got a severe face from the ball just before half-time. Lloyd Thomson out-paced the Subs and had hard luck at times.

After half-time the Club had a succession of corners. One well-placed by G. Grimble was neatly shot through by Millward. The Subs then played up strongly and the Club's left wing broke down utterly. Holmes being quite used up. MacNeil got the ball well forward time after time, and he and Grogan made good runs, but were too closely harried by the Club's backs to score. Sharp was equal to the occasion and stopped MacNeil's one hot shot in fine style. The Club has never been better backed than it was yesterday. MacNeil and Millward worked well together. The latter, perhaps, takes his man a little too readily and strongly, though he was never unfair and by no means the roughest man on the field. With the failing light it almost looked as if the Subs would score, but Firth (the acting Captain) had the Club well in hand, and Anderson was run off the field by the weight of the backs. An odd phase of the game occurred when the Club's goal and back took a long pause at the subs' end for 'time', and began to pick up sweaters, &c. The ball was brought down with a rush and Carrog came very near scoring for the Subs. That might have been played out in great style till an invisible ball barred further kicking. Club won by two goals to nil.

The Secretary deserves every commendation for his fixtures thus far. The old style of playing games after dark against the Regiment could never result in aught save defeat, and only the toughest of the Club men turned up. Even these were crippled again and again. The football 'set' is far from numerous, but with a fair chance and reasonable risks, more men will play. Grimble was quite an acquisition yesterday. Practice is greatly needed. There was a lot of selfish play yesterday, more perhaps among the Subs than among the Club men, and combination was not a strong point in either team.

REGATTA NOTES.

Considering the changes that have been taking place in the Victoria Recreation Club no one could have predicted any possibility of a successful Regatta this year.

There were some who thought that the new Hongkong Boating Club, when started, would ruin the old V. R. C., and, anticipating a failure in Regatta matters, many of the older members held aloof. The result has not been as anticipated. Room has been made for the younger members, and instead of having any great difficulty about crews I find no less than six crews selected for the Chairman's Cup.

There are nearly forty members rowing in the different events billed for the Regatta. Of course this year's crews so far are almost entirely made up of griffins, griffins rowing and griffins stroking, not that the strokes are griffins but in several cases this is their first attempt at this responsible post.

I am sorry to find there is a feeling of antagonism rising between the newly-formed Boating Club and the V. R. C., which, if allowed to develop, is likely to interfere with this form of sport by and by. As an old sportsman, I cannot help being grieved at the action of the Committee of the V. R. C. in altering the rule relating to the class of boats in which the open races can be rowed. The rule was made some six or seven years ago that crews could row these races in boats 'similar in build to the boats of the V. R. C.', so that if anyone could build a boat on improved lines it was a distinct advantage. It was a sportsmanlike rule, and encouraged sportsmanship. Now the rule has been altered to 'must be rowed in boats the property of the V. R. C.' It does not need a pair of patent double million magnifying 'gas microscopes of hextra power' to see that the V. R. C. Committee, having an eye on the new boats of the Hongkong Boating Club, have selfishly altered their rules to keep out these boats.

It is an unsportsmanlike and unnecessary proceeding. The V. R. C., I understand, intend to build new boats next year, and if these new boats of the new Club prove more satisfactory than the old ones, why not build on their lines? To prove their superiority or inferiority why not let them be used in the Regatta, and meeting on equal terms prove the fact? I remember Major Ellis, of the Northampton, having a boat built that was to like all the V. R. C. boats hollow, and there was a lot to say on the matter at the time. He was allowed to row, but his boat was proved to be deficient, and after a trial or two was consigned to oblivion. It is just possible the same result will attend

the new Club's boats. Isn't it worth trying?

I am glad the Committee have decided to row the Regatta on the Victoria side of Harbour. My old friend 'X' had something to say on this point in his last week's notes, but he appears to be as shortsighted over the matter as the members who were induced to sign a protest against it. The Committee, I know, realise all the difficulties in connection with traffic, chances of bad water, course, &c., and I know also that their entire object in changing the course was to study the visiting public, the ladies in particular. The flagships have always proved an exceedingly cold grandstand, and it is well to try what a promenade would be like. I think it is intended to enclose part of the esplanade in front of the Praya Reclamation and to have the finishing post there.

A couple of courses can be obtained from Jardine's at East Point, and I should advise the Committee to choose the inside course. The water will be better. There will be a slight curve in this course, but what a Regatta course is there perfectly straight? With regard to traffic, that is not worth considering, as there is quite as much traffic on the Yau-mai side, and it has seldom interfered with the events. A race does not last more than seven or ten minutes, and, with the help of a few Water Police boats, a clear course can easily be kept.

Training is going on for the Chairman's Cup in rather a slaphash fashion. Very few of the crews have yet been out together, and there is a great lack of really good coaches to bring on all the young oarsmen. The griffins are as green as they were a fortnight ago, and I don't see much improvement amongst the crews. Fritz Lammer's crew sticks at its work consistently, but the others go out very irregularly. Hayward ought to pay more attention to his crew, and try to train his bow. That bow will have to get a lot of attention. Duncan, who has been out each night with a scratch crew, has three strong griffins in his boat, and if he is only successful in knocking them into shape they ought to have a good show. The combination is weak, however, and though it would be a dangerous experiment to allow the boat to be stroked by an absolute griffin I think they would give better results if arranged as follows:—Duncan (bow), Mol-lison, Glumming, Meek (stroke). Only hard training and judicious coaching will bring Stapan's crew to the starting point in anything like racing form. E. A. Lammer has a griffin's crew out and out. They won't have a look in if the water is rough. Fritz Lammer's and Grimes' crews are most fancied for this event, and at present Lammer's combination have the advantage. If Grimes can only get his No. 2 to keep a longer stroke it will be the better for the boat. Lammer's No. 2 is also his weak man, and his bow pulls short and carelessly. I do not anticipate first-class rowing in this race this year. The griffins might be prevailed upon to pay more attention to 'style'.

The International race is a gift to the Germans unless the other nationalities get their crews together at once. There is not the slightest movement shown in the English camp yet. The Irish are waiting for Sanders to announce his arm better, and the Scotch are hanging back for the want of a stroke. The English have no chance of a respectable crew unless the old hands come to the rescue. The Irish can have an excellent crew from Sanders, Brown, Edwards, McCarthy, Brady, and others—there's quite a plethora of rowing Irishmen this year, and I should like to see the Hon. Secretary put the International event opposite his name before he finishes his racing career. The Scotch, too, could put a couple of four forward if they would only move in the matter at once. I have heard the following crews suggested:—

German. R. J. Lammer, E. B. Lammer, E. C. Lammer, E. D. Lammer, E. E. Lammer, E. F. Lammer, E. G. Lammer, E. H. Lammer, E. I. Lammer, E. J. Lammer, E. K. Lammer, E. L. Lammer, E. M. Lammer, E. N. Lammer, E. O. Lammer, E. P. Lammer, E. Q. Lammer, E. R. Lammer, E. S. Lammer, E. T. Lammer, E. U. Lammer, E. V. Lammer, E. W. Lammer, E. X. Lammer, E. Y. Lammer, E. Z. Lammer.

Scottish. W. A. Lammer, W. B. Lammer, W. C. Lammer, W. D. Lammer, W. E. Lammer, W. F. Lammer, W. G. Lammer, W. H. Lammer, W. I. Lammer, W. J. Lammer, W. K. Lammer, W. L. Lammer, W. M. Lammer, W. N. Lammer, W. O. Lammer, W. P. Lammer, W. Q. Lammer, W. R. Lammer, W. S. Lammer, W. T. Lammer, W. U. Lammer, W. V. Lammer, W. W. Lammer, W. X. Lammer, W. Y. Lammer, W. Z. Lammer.

Irish. R. J. Lammer, R. B. Lammer, R. C. Lammer, R. D. Lammer, R. E. Lammer, R. F. Lammer, R. G. Lammer, R. H. Lammer, R. I. Lammer, R. J. Lammer, R. K. Lammer, R. L. Lammer, R. M. Lammer, R. N. Lammer, R. O. Lammer, R. P. Lammer, R. Q. Lammer, R. R. Lammer, R. S. Lammer, R. T. Lammer, R. U. Lammer, R. V. Lammer, R. W. Lammer, R. X. Lammer, R. Y. Lammer, R. Z. Lammer.

English. W. A. Lammer, W. B. Lammer, W. C. Lammer, W. D. Lammer, W. E. Lammer, W. F. Lammer, W. G. Lammer, W. H. Lammer, W. I. Lammer, W. J. Lammer, W. K. Lammer, W. L. Lammer, W. M. Lammer, W. N. Lammer, W. O. Lammer, W. P. Lammer, W. Q. Lammer, W. R. Lammer, W. S. Lammer, W. T. Lammer, W. U. Lammer, W. V. Lammer, W. W. Lammer, W. X. Lammer, W. Y. Lammer, W. Z. Lammer.

French. R. J. Lammer, R. B. Lammer, R. C. Lammer, R. D. Lammer, R. E. Lammer, R. F. Lammer, R. G. Lammer, R. H. Lammer, R. I. Lammer, R. J. Lammer, R. K. Lammer, R. L. Lammer, R. M. Lammer, R. N. Lammer, R. O. Lammer, R. P. Lammer, R. Q. Lammer, R. R. Lammer, R. S. Lammer, R. T. Lammer, R. U. Lammer, R. V. Lammer, R. W. Lammer, R. X. Lammer, R. Y. Lammer, R. Z. Lammer.

Portuguese. W. A. Lammer, W. B. Lammer, W. C. Lammer, W. D. Lammer, W. E. Lammer, W. F. Lammer, W. G. Lammer, W. H. Lammer, W. I. Lammer, W. J. Lammer, W. K. Lammer, W. L. Lammer, W. M. Lammer, W. N. Lammer, W. O. Lammer, W. P. Lammer, W. Q. Lammer, W. R. Lammer, W. S. Lammer, W. T. Lammer, W. U. Lammer, W. V. Lammer, W. W. Lammer, W. X. Lammer, W. Y. Lammer, W. Z. Lammer.

Spanish. R. J. Lammer, R. B. Lammer, R. C. Lammer, R. D. Lammer, R. E. Lammer, R. F. Lammer, R. G. Lammer, R. H. Lammer, R. I. Lammer, R. J. Lammer, R. K. Lammer, R. L. Lammer, R. M. Lammer, R. N. Lammer, R. O. Lammer, R. P. Lammer, R. Q. Lammer, R. R. Lammer, R. S. Lammer, R. T. Lammer, R. U. Lammer, R. V. Lammer, R. W. Lammer, R. X. Lammer, R. Y. Lammer, R. Z. Lammer.

Italian. W. A. Lammer, W. B. Lammer, W. C. Lammer, W. D. Lammer, W. E. Lammer, W. F. Lammer, W. G. Lammer, W. H. Lammer, W. I. Lammer, W. J. Lammer, W. K. Lammer, W. L. Lammer, W. M. Lammer, W. N. Lammer, W. O. Lammer, W. P. Lammer, W. Q. Lammer, W. R. Lammer, W. S. Lammer, W. T. Lammer, W. U. Lammer, W. V. Lammer, W. W. Lammer, W. X. Lammer, W. Y. Lammer, W. Z. Lammer.

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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Gaul (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 21, at daylight.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 19, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, October 31, 1894. 1746

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 23, at daylight.
China (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 12, at daylight.
Fove (via Nagasaki, Kobe, Inland Sea and Yokohama) ... SATURDAY, Dec. 23, at daylight.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 23rd November, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.

Hongkong, November 7, 1894. 1703

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. O. HERNING, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 22nd November, at Noon, taking Passengers and Cargo for the above Ports. (This Steamship connects at Bombay with the GANGES, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 15th DECEMBER, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. E. JOSEPH, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 8, 1894. 1802

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Tacoma ... Tuesday December 11.
Sikh ... Tuesday Jan. 1/95.
Victoria ... Tuesday Jan. 22/95.
Tacoma ... Tuesday Feb. 26/95.
Sikh ... Tuesday March 19/95.
Victoria ... Tuesday April 9/95.

THE Steamship TACOMA, Captain V. P. P. P., sailing at Noon, on TUESDAY, the 11th December, will proceed to VICTORIA, B.C., and TACOMA will SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to the Agency of the Company, DODWELL, CARLILL & Co., Agents.

Hongkong, November 7, 1894. 1702

Intimations.

A CURE FOR ASTHMA!!!

GRIMAUD'S

Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervousness, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAUD & CO., Paris. Sold by all Chemists.

GRIMAUD'S

Matico Capsules

AND INJECTION.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most efficacious remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copahu, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent MATICO CAPSULES in the Chronic Cases.

GRIMAUD & CO., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

CHINA A. TOOK, at WATKINS & Co., Hongkong.

"Almost as Palatable as Milk."

This is a fact with regard to Scott's Emulsion of Cod Liver Oil. The difference between the oil, in its plain state, is very apparent. In

Scott's Emulsion

you detect no fish-oil taste. As it is a help to digestion there is no after effect except good effect. Keep in mind that Scott's Emulsion is the best promoter of flesh and strength known to science.

Sole Agent for China and Hongkong: CHAN A. TOOK, at WATKINS & Co., Hongkong.

RAIL PROGRAMMES

FOR SALE.

IN NEW SHAPES AND PATTERNS.

CHINA MAIL OFFICE, 5, WYNDHAM STREET.

Intimations.

UP THE YANGTSE, BY E. H. PARKER, with SKETCH MAPS. PRICE, \$1.50.

CONTENTS: The Yangtze Gorges and Rapids in Hu-pe. The Rapids of the Upper Yangtze. The "Vade-mecum" of the Traveller through the Gorges of the Great River. A Journey in North Szechuan. Nan-chuan and the Kung-tan River. Up the Kiang River. The Great Salt Wells. The Wilds of Hu-peh. So Sh'uan Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WAUGH, Limited. BUDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EITEL, Ph.D., TORINO. THIRD EDITION, REVISED, WITH ADDITIONS. PRICE, \$1.50. LANE, CRAWFORD & Co.

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COMPLETE REPRINT, in Pamphlet Form, of the Proceedings in the LABEL CASE of REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS. Price per Copy, 50 CENTS. China Mail Office.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY-SPEED-PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... O. P. MARSHALL, R.N.R. WEDNESDAY, 28th Nov.
EMPEROR OF JAPAN ... G. A. LEE, R.N.R. WEDNESDAY, 20th Dec.
EMPEROR OF CHINA ... Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 23rd Jan. 95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Australia, for 9 months \$210.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAINS AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET. 1748

SHARE LIST—QUOTATIONS—NOVEMBER 15, 1894.

Stocks. Area of Shares. Value. Price. Closing Quotations.

Hongkong and Shanghai Bank Cor., 30,000 \$ 120 all 95 % prem. sales & buyers

New Bank, 10,000 \$ 100 all 100 % prem. sales & buyers

Bank of China, Japan and Straits, 39,870 \$ 10 1/2 100 % prem. sales & buyers

Bank of India, 10,000 \$ 10 1/2 100 % prem. sales & buyers

National Bank of China, Limited, 10,000 \$ 10 1/2 100 % prem. sales & buyers

Marine Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Canton Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

China Traders' Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

North-China Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Straits Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Union Insurance Society Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Yangtze Insurance Association, Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Fire Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

China Fire Insurance Co., Ltd., 10,000 \$ 10 1/2 100 % prem. sales & buyers

Kong & Whampoa Dock Co., Ltd., 12,500 \$ 120 all 75 % prem.

China and Manilla S. S. Co., Ltd., 5,000 \$ 50 all \$65, sales

Double Happiness Co., Limited, 20,000 \$ 20 all \$40, sales

S. K. & M. Steamship Co., Ltd., 10,000 \$ 10 all \$10, sales

S. K. & M. Steamship Co., Ltd., 10,000 \$ 10 all \$10, sales

China Mutual S. S. Co., 20,000 \$ 20 all \$10, sales

Do, (new issue), 20,000 \$ 20 all \$10, sales

China Sugar Company, Limited, 15,000 \$ 10 all \$148, sellers

Union Sugar Company, Limited, 7,000 \$ 10 all \$48, sellers

H. K. & W. Wharf & Godown Co., 20,000 \$ 50 all \$37, sellers

Wanchai Warehouse and Storage Company, Limited, 2,600 \$ 100 all \$37, sellers

Land and Building Agency Company, Limited, 6,000 \$ 50 all \$10, sellers

Humphreys' Estate & Finance Co., 1,900 \$ 10 all \$10, sellers

West Point Building Co., Limited, 12,500 \$ 50 all \$10, sellers

TRAMWAYS.

H.K. High-Level Tramways Co., Ltd., 1,200 \$ 10 all \$70

Jelaba Mining & Trading Co., Ltd., 45,000 \$ 5 all \$4

Panama Mining Co., Ltd., 50,000 \$ 4 all \$24.55, sellers

Société Française des Charbonnages du Tonkin, 80,000 Fcs. 50 Fcs. 50 \$80, sales and buyers

New Balmoral Gold Mining Co., Ltd., 15,000 \$ 10 all \$2, sellers

Ramb. Aust. Gold Mining Co., Ltd., 10,000 \$ 10 all \$2, sellers

Société Française des Houillères de Touraine, 8,000 Fcs. 500 all nom.

PLANTING, ETC.

China-Borneo Company, Ltd., 7,500 \$ 10 all \$5, nom.

H. G. Brown & Co., Limited, 5,000 \$ 50 all \$3, sellers

Hongkong Hotel Company, Ltd., 5,000 \$ 50 all \$8, buyers

A. S. Watson & Co., Limited, 60,000 \$ 10 all \$10, sales

Dalrymple & Co., Ltd., 60,000 \$ 5 all \$1

HEK and O. S. Co., Limited, 7,000 \$ 10 all \$125

Hongkong Electric Co., Limited, 30,000 \$ 10 all \$84, sales

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 30,000 \$ 50 all \$5, sellers

Hongkong Brick & Cement Co., Ltd., 4,000 \$ 15 \$12.50, sellers

MISCELLANEOUS.

Campbell, Moore & Co., Limited, 1,200 \$ 20 all \$24, sellers

Geo. Fawcett & Co., Limited, 6,000 \$ 60 all \$15, sellers

Hongkong Bakery Company, Ltd., 6,000 \$ 60 all \$15, sellers

Hongkong Dairy Farm Co., 9,000 \$ 10 all \$3, sales and sellers

Hongkong Ice Company, Limited, 5,000 \$ 50 all \$70, sales

Hongkong Rope Manufacturing Co., Ltd., 3,000 \$ 80 all \$109, buyers

Foundry shares

DOES. Amount. Value. Interest. Quotation.

Chinese Imperial 1894, 767,500 \$ 250 7 % p. annu. 10 % prem. sales

Hongkong Hotel Mortgage Debentures, 1893, 400,000 \$ 500 6 % prem. 8500

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